

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Poland	REPORT NO.	[REDACTED]	25X1A
SUBJECT	1. Discharge of Pre-War Naval and Merchant Marine Officers 2. Cargo of the S.S. TORUN	DATE DISTR.	18 September 1953	
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1. The Communists have adopted the policy that all Polish naval and merchant marine commissioned and non-commissioned officers who received their appointments prior to the war and who did not visit the USSR during the war will be dismissed from the service because they are considered unreliable. As examples of how this new policy has been enforced, [REDACTED] cites the following cases:

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- a. Aleksandrowicz (fnu) has been discharged as captain of the M.S. BUG.
- b. Henryk Kowalski has been discharged as captain of the M.S. OKSYNIE. Kowalski was stationed in England during the war and married an English woman. He came back to Poland in 1945 and became a Party member, but has nevertheless been dismissed from the service. He has lost his right to sail and is at present at the disposal of the marine inspector, which means that he will be transferred to some job in the shipyard.
- c. Jozef Puzyna has been discharged as captain of the S.S. JEDNOSC ROBOTNICZA. Puzyna was a naval officer before the war and a German war prisoner during the war.

2. The afore-mentioned policy also applies to mechanics and boatswains, but with the qualification that if they have families (wife and children) they can remain aboard their ships because the families can be used for purposes of control.
3. In order to meet the demand for officers in the merchant marine, the regime has established courses of six months' duration at Gdynia for captains. Upon completion of the course, the graduate is assigned aboard a ship as third mate; when he has completed three or four trips in this capacity, he is advanced to second mate, and a few months later he is appointed a ship's captain. A seaman who serves aboard a ship which is operated by the

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Polska Żegluga Morska (P.Z.M. - Polish Maritime Navigation) in Szczecin (Stettin) and who has been screened by the UB (Security Police) and the Party, can become a captain of a ship in the course of a year, even though he may be under 30 years of age. However, this practice is not applicable to seamen who serve on board ships of the Polish-Chinese Line or other ships.

3. The wharfs in Szczecin, Gdynia and Gdansk are overflowing with merchandise destined for China. This merchandise has been shipped in from Rotterdam, Antwerp and Hamburg. In May 1953 the following cargo was loaded on board the SS TORUN in Rotterdam and shipped to the Free Port of Gdynia:
 - a. About 800 tons of chrome steel sheets measuring two by two meters, about 30 cm. thick, and packed in two-ton cases.
 - b. About 200 tons of various types of pipe.
 - c. About 40 - 50 tons of copper wire.
 - d. About 500 tons of very expensive square brass poles measuring about one meter in length and 15 cm. in thickness.
4. The Polish merchant marine has purchased one ship of about 12,000 BRT from the British in Hong Kong. A Polish crew was sent to Hong Kong in May of 1953 to sail the ship to China, from where it will sail to Poland under the Polish flag.
5. The Polish ship CHOPIN¹ has been undergoing general repairs for the last two years in some French port. Lastly, informant reported that some of the ships which have been recently constructed in Poland will be sent to Danish and Swedish shipyards to be finished, because the Polish shipyards do not have time to complete them.

1. [REDACTED]

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